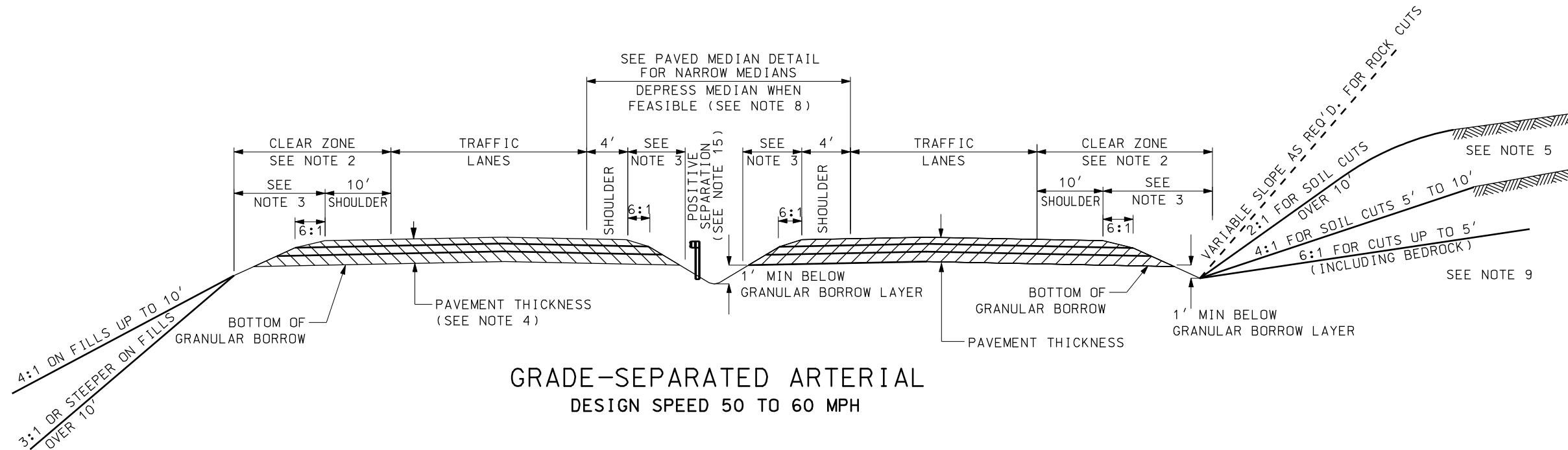


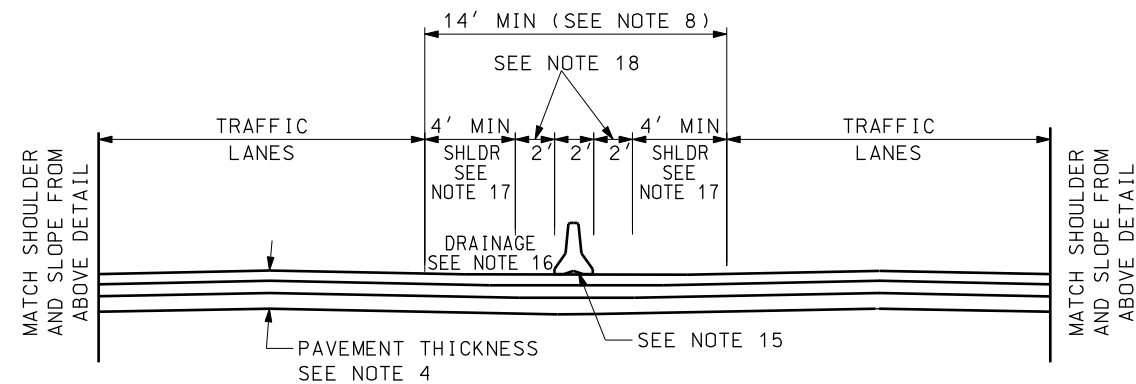
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GRADE-SEPARATED ARTERIAL
DESIGN SPEED 50 TO 60 MPH

NOTES:

1. USE THE CURRENT EDITION OF AASHTO: A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS NOT SHOWN ON THIS STANDARD DRAWING.
2. USE THE CURRENT EDITION OF AASHTO ROADSIDE DESIGN GUIDE FOR CLEAR ZONE REQUIREMENTS. CLEAR ZONE MAY EXTEND INTO CUT OR FILL SLOPES.
3. MAINTAIN A 6:1 SLOPE FROM TOP OF PAVEMENT TO TOP OF UTBC. MAINTAIN CLEAR ZONE COMPLIANT SLOPES FROM THE TOP OF THE UTBC TO THE OUTER EDGE OF THE CLEAR ZONE IN FILL CONDITIONS. MAINTAIN A CONSTANT SLOPE FROM THE TOP OF THE UTBC TO THE BOTTOM OF THE GRANULAR BORROW LAYER OR PROVIDE OTHER MEASURES TO DRAIN ALL PAVEMENT THICKNESS LAYERS IN CUT CONDITIONS. MAINTAIN A MINIMUM OF ONE FOOT VERTICAL DISTANCE FROM THE BOTTOM OF THE GRANULAR BORROW LAYER TO THE BOTTOM OF THE CUT DITCH. THERE MAY BE CUT FORESLOPES AND BACKSLOPES IN THE CLEAR ZONE.
4. PAVEMENT THICKNESS CONSISTS OF HARD SURFACING, UTBC, AND GRANULAR BORROW.
5. INSTALL SURFACE DITCH (OPTIONAL) WHEN SHEET FLOW DRAINAGE IS TOWARDS CUT SLOPE. DRAIN SURFACE DITCH TO NATURAL DRAINAGE OR ROADSIDE DITCH. PROVIDE OTHER MEASURES TO PREVENT ERODING CUT SLOPES IF SURFACE DITCH IS OMITTED. SEE STD DWG DD 2 FOR DETAILS. ALSO SEE SLOPE ROUNDING DETAILS IN ROADWAY DESIGN MANUAL OF INSTRUCTION.
6. SEE STD DWG DD 4 FOR TYPICAL DETAILS FOR SECTION ON CURVE AND SECTION ON TANGENT.
7. SEE STD DWG DD 2 FOR TYPICAL SECTION ON DITCH FLARING AND BENCHED SLOPE.
8. USE FLAT PAVED MEDIAN (10:1 OR FLATTER) WHERE MEDIAN IS NOT OF SUFFICIENT WIDTH TO PROVIDE A DEPTH OF 1 FOOT BELOW THE PAVEMENT THICKNESS.
9. THE SLOPES SHOWN FOR CUT AND FILL HEIGHTS ARE SUGGESTED VALUES. SLOPES MAY DEVIATE FROM THESE SUGGESTED VALUES TO MEET PROJECT SPECIFIC REQUIREMENTS.
10. RANGE OF SUPERELEVATION IS THE PAVED WIDTH.
11. USE 2% MINIMUM CROSS SLOPES.
12. PLACE ADVERSE SLOPE BREAKS AT SHOULDER OR LANE LINES IF APPLICABLE.
13. USE 6% MAXIMUM ALGEBRAIC DIFFERENCE FOR SLOPE BREAKS BETWEEN SHOULDER AND LANE LINES.
14. USE 4% MAXIMUM ALGEBRAIC DIFFERENCE FOR SLOPE BREAKS BETWEEN LANE LINES.
15. POSITIVE SEPARATION IS REQUIRED FOR MEDIAN WIDTHS LESS THAN 50'. USE ANY ACCEPTABLE POSITIVE SEPARATION.
16. PROVIDE UNDERGROUND DRAINAGE AT PAVED MEDIAN IF ROADWAYS HAVE A BREAK IN SLOPE THAT DIVERTS WATER TO THE MEDIAN.
17. USE MINIMUM 4' MEDIAN SHOULDERS (8' DESIRABLE) FOR UP TO TWO TRAFFIC LANES IN EACH DIRECTION. USE MINIMUM 8' MEDIAN SHOULDERS FOR THREE OR MORE TRAFFIC LANES.
18. WHEN ROADWAY DESIGN REQUIRES A 12' OR WIDER EFFECTIVE SHOULDER THE 2' MIN BARRIER OFFSET IS OPTIONAL.



PAVED MEDIAN DETAIL

SUPPLEMENTAL DRAWING

REVISIONS				NO.	DATE	APPR.	REMARKS
1	04-24-08	RM	NEW DRAWING				
2	10-30-08	ME	ADDED NOTE 18 AND EDITORIAL UPDATES.				

UTAH DEPARTMENT OF TRANSPORTATION		SALT LAKE CITY, UTAH	
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION			
RECOMMENDED FOR APPROVAL		OCT 30 2008	
CHAIRMAN STANDARDS COMMITTEE		DATE	
APPROVED		OCT 30 2008	
DEPUTY DIRECTOR		DATE	

GRADE-SEPARATED ARTERIALS OTHER THAN FREEWAYS		50 TO 60 MPH	
STANDARD DRAWING TITLE			

STD DWG	DD 17
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